(c) Various measures being taken to improve the availability of power in Bihar including the expediting the commissioning of new generating capacity, maximising the generation from the existing capacity, implementation of renovation and modernisation programme, reduction in T & D losses, effective load management and energy conservation measures, arranging power from neighbouring States/systems and encouraging private sector participation in power generation etc.

[English]

Mumbai Urban Transport Project

3574. SHRI ANNASAHIB M.K. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Paswan's dept. blamed for derailing project" appearing in `The Statesman' dated June 30, 1997;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto;

(d) the steps proposed to be taken in the matter with the World Bank Authorities for reconsideration; and

(e) the details of strategy finalised by Railways in consultation with the State Government of Maharashtra to provide relief to Mumbai commuters by undertaking phase-II project?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) to (d) Ministry of Railways is not responsible for delay in the project. Government of Maharashtra approached Ministry of Railways to consider rail augmentation plan for a comprehensive Urban Transport Project which could be taken with World Bank assistance. In this connection World Bank have given advance from Project Preparatory Fund for certain project preparatory studies for road and rail component of the said project. The road component studies are being dealt by Government of Maharashtra and the rail component studies are being dealt by Ministry of Railways. Two of the rail component studies are over and the third study is likely to be completed by the September 30.

The decision for seeking a World Bank loan will be taken only after the Project Preparatory Studies are over. Railways have also decided that in view of the conditionalities associated with World Bank assistance, the rail component will be executed even without World Bank assistance. Based on the requirement of funds of MUTP-II and keeping in view the physical limitations in executing such works as also the ability to incur expenditure, specially in Mumbai area, it is felt that fund availability of Rs. 300 crores per annum on a sustained basis should be able to meet the requirement.

Such an amount will be raised through additional Budgetary Support of Rs. 200 crores per annum under MTP Plan Head, and levy of surcharge on suburban services and commercial exploitation of land. The successful and timely implementation of the project in Mumbai area is heavily dependent on Rehabilitation & Resettlement aspect satisfactorily settled in time, for which the State Govt. has to take necessary action including implementation plan.

World Bank have not withdrawn finally from funding the project. World Bank in their communication dated 20.3.97 have advised that they would be willing to review their decision and consider Bank's assistance, if projects are developed where there would be an upfront commitment by the concerned parties and a clear institution implementation capability. Thereafter, in view of the good progress made by the project preparatory studies, the World Bank reviewed their earlier decision of not extending the currency of project preparatory fund advance beyond 30th June and extended it upto 30th Sept. '97.

(e) It has been decided to set up Mumbai Rail Development Corporation as a wholly Government owned Company under the Companies Act 1956 under the Ministry of Railways with equity participation by Ministry of Railways and Government of Maharashtra. The functions of Mumbai Rail Development Corporation, among others, will be :

(1) Develop co-ordinated plans for the rail components to be included in MUTP-II and other planned investments in Mumbai suburban rail services and execute the resulting infrastructure projects.

(2) Integrate urban development plans for the Mumbai Metropolitan Region with rail capacity plans and proposed investments.

(3) Co-ordinate and ensure improvement of track drainage and the removal of encroachments and trespassers from the railway's right-of-way and station approaches.

(4) Execute specified projects for the commercial development of railway land and apportion the net income in the ratio of 1:1:1 for Railway Projects in Mumbai area, Maharashtra and elsewhere in the country respectively. These would be done in consultation with Ministry of Railways & Government of Maharashtra respectively as the case may be.

Programmes for Inspiration of Youth

3575. SHRI K.P. SINGH DEO : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Delhi Doordarshan (DD) has commissioned any programme to inspire youth to join the territorial Army;

(b) if so, the details thereof;

(c) whether steps have also been taken by DD to improve the image of Territorial Army; and

(d) if so, the details thereof?